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DEPARTMENT OF THE ARMY
OFFICE OF THE ADJUTANT GENERAL
WASHINGTON, D.C. 20310

IN REPLY REFER TO

AGDA (M) (3 Feb 70) FOR OT UT 694277

9 February 1970

SUBJECT: Operational Report - Lessons Learned, Headquarters, 1st Aviation
Brigade, Period Ending 31 October 1969 (U)

SEE DISTRIBUTION

1. Subject report is forwarded for review and evaluation in accordance with paragraph 4b, AR 525-15. Evaluations and corrective actions should be reported to ACSFOR OT UT, Operational Reports Branch, within 90 days of receipt of covering letter.
2. Information contained in this report is provided to insure appropriate benefits in the future from lessons learned during current operations and may be adapted for use in developing training material.

BY ORDER OF THE SECRETARY OF THE ARMY:

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Major General, USA
The Adjutant General

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DEPARTMENT OF THE ARMY
HEADQUARTERS 1ST AVIATION BRIGADE
APO San Francisco 96384

AVBAGC-O

15 Nov 1969

SUBJECT: Operational Report-Lessons Learned for Headquarters, 1st Aviation Brigade, Period Ending 31 October 1969, RCS CSFOR-65 (R2)

TO: SEE DISTRIBUTION

1. (C) Operations: Significant Activities.

a. Command.

(1) (U) The 1st Aviation Brigade mission of providing effective, responsive Army Aviation support to US, RVN and FVMAF ground elements remained unchanged.

(2) (U) Changes in Key Staff Personnel

(a) Deputy Commanding General

BG Frank Meszar, USA, 577-52-3597, 8 Oct - 31 Oct 69

(b) Deputy Brigade Commander

COL William C. Boehm, INF, 356-09-2706, 1 Aug - 7 Oct 69

(c) G4

LTC Ronald T. Walker, AR, 242-32-4368, 1 Aug - 30 Aug 69

LTC Fred F. Fulton, TC, 442-16-3073, 1 Sep - 31 Oct 69

(d) Aviation Safety Officer

LTC William E. Ledgerwood, INF, 417-30-4411, 1 Aug - 25 Sep 69

LTC Clement A. Wyllie, Jr., TC, 408-34-2660, 26 Sep - 31 Oct 69

(e) Signal Officer

LTC Egon J. Arndt, SC, 311-18-1520, 1 Aug - 19 Oct 69

LTC Harold O. Bourne, SC, 532-28-0559, 20 Oct - 31 Oct 69

(3) (U) Organization of the Inspection Section

(a) Due to the similarities of the inspection functions that were the general responsibilities of the G-1 and G-4 sections respectively, the brigade staff was reorganized to include a separate staff agency for inspections called the Inspection Section. The mission of the section is to inquire into and report upon matters which pertain to the accomplishment of the Brigade mission and the state of discipline, efficiency, economy, and logistic readiness.

FOR OT UT

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Inclosure

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(b) The 1st Aviation Brigade had a Logistic Readiness Officer (LRO) whose responsibilities were to supervise logistic readiness activities within the Brigade. This included supervision of material readiness reporting in accordance with TM 38-750 and the Brigade Command Maintenance Management Inspection (CMMI) Program under AR 750-8 and Di Pam 750-10.

(c) The function of the LRO was primarily that of an inspection supervisor. However, he was responsible only for those inspections pertaining to logistic readiness, while another inspection function, that of Pre-Annual General Inspections (PAGI), fell under the staff supervision of the G-1. This inspection function was handled by the PAGI team that had been formed at Brigade Headquarters to ensure adequate preparation of Brigade units for the scheduled USARV AGI's.

(d) Realignment of all inspection functions under one chief has resulted in a greater appreciation at Brigade Headquarters of the overall readiness of attached Brigade units. Assistance visits in the Inspector General interest areas are now available to the Brigade units on call. This has noticeably increased command interest in the IG interest areas.

(4) (U) The organization and location of 1st Aviation Brigade units is shown in the Organization Chart at Inclosure 1 and the Station List at Inclosure 2.

b. G-1/AG

(1) (C) The average strength of the 1st Aviation Brigade during the period August 1969 through October 1969 compares to the average for last quarter as follows:

	OFFICERS	WARRANT OFFICERS	ENLISTED	TOTAL
May - July	2140	2494	18567	23201
August - October	2020	2507	19451	23978

(2) (U) During this quarter replacements outnumbered rotatees by 628; however, this is a substantial decrease from the previous quarter figure of 1,035.

	REPLACEMENTS	ROTATEES
Officers & WO's	1233	1248
Enlisted Pers	3801	3158
TOTAL	5034	4406

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(3) (U) A summary of awards presented during the quarter is as follows:

AWARD	AUGUST	SEPTEMBER	OCTOBER	3 MONTH TOTAL
SS	15	5	11	31
DFC	103	100	151	354
SM	5	9	9	23
BS'V'	16	8	10	34
BS	424	478	585	1,487
AM'V'	145	126	259	530
ACM'V'	94	98	136	328
AM	5,704	11,376	6,601	23,681
PH	64	61	10	135
ACM	728	1,206	1,172	3,106
TOTAL	7,298	13,467	8,944	29,709

(4) (U) Appointments for Commissioned and Warrant Officers:

Warrant Officer Flight Training	5
RA Warrant Officer	3
USARV Direct Commission	1
DA Direct Commission	13
RA Officers	6
OCS Acceptees	1

(5) (U) Brigade Open Mess Branch

(a) Due to the magnitude and seriousness of the allegations and investigative disclosures of malfeasance in the operation of Army clubs and messes, the Brigade Open Mess Branch (BOMB) has been established under G-1. The mission of the branch is to monitor and assist all open messes and Other Sundry Funds within the Brigade.

(b) Major subordinate commands of USARV are responsible for the clubs and messes within their commands. 1st Aviation Brigade is responsible for twenty open messes, more than any other command within USARV. Additionally, 28 Other Sundry Funds are the ultimate responsibility of the brigade. All open messes and Other Sundry Funds are required to submit monthly minutes of a board of governors meeting and financial statements to the BOMB for review.

(c) Evaluation of the open mess operations within the brigade disclosed serious deficiencies in previous operations. As a result of these deficiencies, a new custodian has been appointed by succeeding responsible

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commanders in almost every open mess. Command interest in the open mess system has risen noticeably in the past two months with a corresponding rise in efficiency and services rendered. The BOMB has made assistance visits to nine units as of this date and will continue to schedule visits with open mess and Other Sundry Fund activities on a random basis. The Commanding General is apprised of the status of all brigade nonappropriated fund activities through the BOMB.

c. G-3.

(a) Proposed MTOE 17-98T, Air Cavalry Troop, was submitted to Headquarters USARV on 21 October 1969. This proposed MTOE provides for the attached Aircraft Maintenance Detachment (KD) and Avionics Detachment (RL) to be organic to the Maintenance Platoon of the Air Cavalry Troop.

(b) Proposed MTOE for additional space authorizations to the HHC, Aviation Group (MTOE 1-252G), HHT, Air Cavalry Squadron (MTOE 17-96T), and the Cavalry Troop, Air Cavalry Squadron (MTOE 17-99T), forwarded to Headquarters USARV during the previous reporting period, were returned for identification of space authorization trade-offs. Because of reductions in the USARV Force Structure, Headquarters USARV does not anticipate sufficient spaces will accrue to satisfy high priority augmentations in the near future. The proposed MTOE had requested additional spaces; 39 for HHC, Aviation Group, 16 for HHT, Air Cavalry Squadron, and 2 for the Cavalry Troop, Air Cavalry Squadron, to accommodate their administrative, logistical and operational requirements.

(c) TDA P5WDG39900, Augmentation, HHC, 1st Aviation Brigade, was received 11 October 1969. This augmentation is a reorganization of security elements throughout the 1st Aviation Brigade and also identifies all civilian personnel authorized by unit.

(d) Organizational changes were initiated during the reporting period:

1. Redeployment of the US 9th Infantry Division and the close-out of the Dong Tan Base Camp resulted in the movement of the 162d Aviation Company (Assault Helicopter) to Can Tho (18 Aug 69), Headquarters, 214th Aviation Battalion (Combat) to Vinh Long (21 Aug 69) and the 191st Aviation Company (Assault Helicopter) to Can Tho (1 Sep 69).

2. On 1 Sep 69 the following unit assignments within the 164th Aviation Group (Combat) were made to increase operational efficiency and to provide more effective command and control:

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ASSIGNED

UNIT	FROM	TO
162nd AHC	214th CAB	13th CAB
191st AHC	214th CAB	13th CAB
114th AHC	13th CAB	214th CAB
175th AHC	13th CAB	214th CAB
147th ASHC	214th CAB	307th CAB
199th RAC	307th CAB	214th CAB

2. Troop D, 3d Squadron, 5th Cavalry was attached to the 1st Aviation Brigade effective 1 Sep 69, and further attached to the 7/1st Air Cavalry Squadron, 164th Aviation Group (Combat). The unit was relocated from Dong Tan to Vinh Long on 5 Sep 69 following redeployment of the US 9th Infantry Division.

4. The 361st Aviation Detachment (Division) was relocated from Dong Tan to Tan An effective 1 Sep 69 for the purpose of providing air traffic control at Tan An Army Airfield.

5. The Aerial Surveillance and Target Acquisition Platoons (ASTA) of 11th Aviation Group, 1st Cavalry Division (Airmobile) and Co B, 1st Aviation Battalion, 1st Infantry Division, were attached to the 73d Aviation Company (Surveillance Airplane) effective 12 Sep 69, in order to provide general support to all units in the III CTZ.

6. The 391st QM Detachment was detached from 1st Cavalry Division (Airmobile) and further attached to the 12th Aviation Group (Combat) effective 13 Sep 69. The unit was relocated from Song Do to Xuan Loc for the purpose of providing refueling facilities at Xuan Loc.

7. The United States Army Flight Detachment Vietnam Command Airplane Company (Prov) was redesignated the Command Aircraft Company, United States Army Vietnam, effective 25 Sep 69.

8. Redeployment of US Marine units in I CTZ resulted in the relocation of the following aviation detachments (divisional) for the purpose of providing air traffic control at the new location:

Relocated

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<u>Detachment</u>	<u>From</u>	<u>To</u>	<u>Date</u>
321st	Kontum	Quang Tri	15 Oct 69
325th	Long Giao (Blackhorse)	Hue Phu Bai	15 Oct 69
366th	Oasis	Castle Army Heliport (Eien Hoa)	15 Oct 69
Tactical Air Traffic Control Team		Dong Ha	15 Oct 69

(2) (FOUO) Training

(a) The 1st Aviation Brigade continues to use all available sources of in-country training to maintain operational readiness at all levels of command. In-country training is essential to augment training provided by COMUS bases. The following data provides a recapitulation of the training quotas allocated to subordinate units during the quarter:

Course

Quotas

1. Army Aviation Refresher Training School (AARTS) which includes airframe, engine, technical inspector and armament courses for all helicopters utilized in RVN and CH-47 maintenance supervisor courses.

431

2. USARV conducted Aviator transition courses.

AH-1G

30

OH-6

12

3. 1st Avn Bde UH-1D/H IP School

30

4. Survival School

64

(b) UH-1 aviator transition programs conducted by 1st Aviation Brigade for Republic of Korea and Republic of Vietnam pilots were completed during this quarter. The program was originated in 1966 as an interim measure to provide a base of qualified pilots until programs and agreements could be established with COMUS training bases. As immediate requirements were met, these programs were discontinued. Total pilots trained during this program of instruction are as follows:

ROKF-V

19

RVNAF

173

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(3) (U) Operations

(a) Army Aviation Resources Management System (AARMS). On 1 October 1969, the 1st Aviation Brigade implemented the AARMS which is a data collecting effort designed to provide information necessary to analyze aviation operations and facilitate effective control of aviation resources. The AARMS program provides commanders with two related computer readouts; a maintenance analysis and an operational/utilization analysis. Input data is used to produce analysis formats, which are made available to commanders and staff at unit, battalion, group and brigade level, upon which decisions can be made affecting current operations. The system is not only for current use, but also provides a data bank of statistics by which operations can be analyzed over a long period of time.

Maintenance and flying time data are taken from the USARV OPREP-5 report, the basis for the Army Aircraft Inventory and Flying Time, DA Form 1352, and a Standard Aircraft Mission Sheet. The Standard Aircraft Mission Sheet was designed for simplicity of use, providing all information necessary for the operation/utilization analysis of AARMS and has standardized the mission sheet for all 1st Aviation Brigade units.

The first complete program data readout is scheduled to reach the brigade units in November 1969 and monthly thereafter.

d. C-4.

(1) (U) 1st Avn Bde Reg 700-2, Class III Supply Procedures, dated 31 October 1969 was published by this headquarters for the purpose of establishing effective quality surveillance procedures, safety in receiving, storing, and distribution of petroleum products. This regulation will enhance the 1st Aviation Brigade's ability to safely handle and transport Class III products as well as provide a standard reference for comprehensive inspection. Further, detailed accounting procedures are prescribed to ensure effective unit POL accountability.

(2) (U) 1st Avn Bde Reg 700-1, Ammunition Basic Loads and Base Camp Defense Stocks, was amended by Change 1, dated 30 October 1969. The provisions of Change 1 are designed to increase security and safety requirements and thereby negate excessive ammunition losses occurring through theft and pilferage. Appendices I and III were also amended to simplify administrative procedures in the daily use of Stock Accounting Record and Inventory List.

(3) (U) An evaluation of brigade wide CMI results was made covering the period January through September 1969. During that time, 87 units were

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inspected of which 70 received a satisfactory rating and 17 were found unsatisfactory. The overall satisfactory rate for the brigade was 80%. All scores were consolidated and averaged to present a brigade average by category and area. Scores were categorized into Materiel, Maintenance Operations, and Command Emphasis Items. The 9 month brigade average of adjusted scores is reflected below:

MATERIEL

Weapons	86%
Electronics and Communications	99%
Tactical and Support Vehicles	53%
Aircraft	91%
Special Purpose Equipment	77%
Ammunition	63%
Overall	80%

MAINTENANCE OPERATIONS

Vehicular	58%
Avionics	80%
Signal	100%
Aircraft	80%
Overall	80%

COMMAND EMPHASIS

POL	80%
ESC	66%
Parts and Equipment Excess	80%
Repairable Parts Turn-in	92%
CONEX Control	99%
Moss	100%
Supply	83%

(4) (U) DA Pamphlet 750-10, Command Maintenance Management Inspection Handbook, dated January 1969, with changes made by USARV, was implemented in August 1969 by 1st Aviation Brigade. Because of inadequacies in the pamphlet, this headquarters forwarded a letter to USARV recommending changes (see inclosure 3).

e. Engineer.

(1) (U) 1st Aviation Brigade Regulation 415-1 was revised and updated

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to reflect new categories and standards of construction. This regulation superseded 1st Aviation Brigade Regulation 415-1 published on 20 August 1968. Significant changes were made in the control of construction resources in RVN and standards of construction more clearly defined.

(2) (U) In order to better evaluate available aviation facilities, a file system has been initiated which will record all assets at 1st Aviation Brigade airfields. This record will be utilized for planning unit moves and base development. The file, when complete, will save planning time, help obtain maximum use of facilities and avoid overbuilding.

f. Aircraft Maintenance.

(1) (U) During this quarter, the 1st Aviation Brigade Aircraft Maintenance section conducted itemized armament inventories of all units. A representative from this headquarters is physically inventorying weapons systems within each of the four assigned combat aviation groups and separate combat aviation battalions. The inventory encompasses physically checking approximately 1776 armament systems. To date, the fixed inventory has uncovered excess armament systems representing over 1.5 million dollars. Inventory and technical assistance will continue to be conducted by this headquarters until all armament systems in the field are physically inventoried, recorded, and found to meet current authorization levels.

(2) (U) During the month of September a complete inventory of all 1st Aviation Brigade aircraft was conducted by each combat aviation group. These inventories contained a list of assigned aircraft serial numbers with the following additional information: data plate serial number, fuselage number, radio call number, and DA Form 2408-8 aircraft serial number. The following discrepancies were revealed:

- (a) Over 200 incorrect aircraft radio call numbers (5 digit number).
- (b) 15 data plates missing.
- (c) Over 30 data plate numbers were not compatible with the fuselage number.
- (d) Approximately 10 aircraft had no numbers at all.

Most of these errors are correctable. Instructions for correcting deficient numbers have been provided by this headquarters, and replacement data plates have been requested from AAVSCOM through USARV. This program will be monitored by this headquarters until all errors have been corrected.

(3) (U) Failure of the UH-1/AH-1G Tail Rotor Hub Yoke (P/N 204-011-701) continues to be a problem. The failure of four "701" tail rotor hub assemblies during a 30 day period received command attention at every level.

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during this past quarter. On these four hubs, the area of failure was established as the threaded portion of the yoke spindle. Several solutions which had merit were introduced; however, none were absolutely necessary at this time. During the course of several related investigations, the following factors which may have contributed to these failures were revealed:

(a) Direct Support units were disassembling the hub for inspection and repair purposes.

(b) Bearing retaining nuts showed evidence of being over torqued.

(c) All lubricants and old greases were not being removed from the yoke prior to inspections.

(d) Correct procedures for balancing the tail rotor hub assembly were not being adhered to in the field, i.e., all balance kits were not on hand. To preclude the probability of failure and as a result of these findings, this headquarters issued instructions prohibiting disassembly of the "701" Tail Rotor Hub by direct support personnel assigned to 1st Aviation Brigade. Similar instructions were issued to its subordinate direct support units by Headquarters, 34th General Support Group. As an additional precaution, this headquarters reduced the 25 hour lubrication interval to 12.5 hours, with additional lubrication after installation and heavy rain. Since improperly balanced tail rotors could be contributing to the fatigue of the tail rotor hub yoke spindle, units without proper tail rotor balancing kits were instructed to cease balancing, remove and work order tail rotors to their respective DSU. This is an interim measure until balancing kits are received from CONUS. This headquarters will monitor receipt of these kits until all units within the brigade have the necessary equipment. Command emphasis is also being placed on exchange of all "701" Tail Rotor Hubs within 1st Aviation Brigade. Complete exchange is anticipated within the next six months.

(4) (U) As a result of numerous recurring administrative errors, an Aircraft gain and loss report was initiated by this headquarters. This report was established to provide a means of cross checking monthly aircraft transactions at group level, aircraft turned in for extensive maintenance repair and appropriate IBM card printing of aircraft serial numbers and unit of assignment. The first of these reports was received on 1 Oct 69. With the information provided by the group maintenance personnel, this headquarters was able to provide 100% accuracy in aircraft transactions for the month of September.

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(5) (U) Timely acquisition of Ready For Issue (RFI) aircraft by brigade units during the first part of this reporting period was unsatisfactory. Units were leaving these aircraft at the DSU for as long as five days after notification of the RFI status. Additionally, aircraft were being turned down for trivial shortcomings. To overcome this, a program was implemented to establish timely reporting of deficiencies and a time limit of 48 hours for units to pick up RFI aircraft. Since implementation of this policy, RFI aircraft assigned to subordinate units have been acquired promptly and deficient aircraft returned to AMMC. This action places the 1st Aviation Brigade in a much better operational position in that operational aircraft are in transient status for minimum time, deficient aircraft are placed back in AMMC channels and inventories are quickly adjusted to reflect the correct aircraft status.

(6) (U) In conjunction with the Vietnam wide emphasis on the EIR program during September 1969, this headquarters established criteria for an EIR Summary Report. This report provides information on failure trends, all aircraft equipment failures within the brigade and reiterates the importance of continuous utilization of the EIR program. 494 EIR's were submitted between 15 Sep and 15 Oct 1969. This figure represents a substantial increase over previous periods and indicates that units had not been properly utilizing this valuable program. Continued emphasis on the EIR program by this headquarters will undoubtedly produce trends in equipment failures that can be referred to Aviation Systems Command for correction.

G. Aviation Safety/Flight Standardization.

(1) (U) The 1st Aviation Brigade flew 456,823 hours during the reporting period and experienced 104 aircraft accidents. The aircraft accident rate for the quarter based on 100,000 flying hours was 22.8.

(2) (U) 59% of the total accidents during this quarter resulted from human cause factors. Engine failures were the greatest materiel cause factor and accounted for 24% of the total accidents. Tail rotor failures increased from the previous quarter with a total of 10 tail rotor failure accidents. Loss of RPM accidents decreased with a total of 8 accidents.

(3) (U) Fixed wing accidents accounted for 24 of the 104 accidents, representing a continued high trend of fixed wing accidents. The fixed wing accident rate for this quarter was 25.2 compared to the 22.5 rate for rotary wing per 100,000 flying hours.

(4) (U) The quarterly aviation safety conference was held at Long Binh, RVN in September. The conference was attended by all group and

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battalion safety officers and proved extremely successful. Many ideas were exchanged in the furtherance of the Brigade accident prevention program.

(5) (U) The Safety and Flight Standardization Section visited a total of 25 battalion and Company size units during the last quarter. These visits proved beneficial in assisting the aviation accident prevention and flight standardization programs down to the lowest level. Records were reviewed and selected flight checks conducted by the standardization team when training aircraft were available.

(6) (U) An OV-1 symposium was sponsored by the Brigade Aviation Safety Officer on 28 October 1969 and was organized for the purpose of discussing current OV-1 problems in the areas of safety, maintenance, personnel, operations and logistics. The conference was extremely productive in that it facilitated the free exchange of information and collection of data pertinent to specific problem area. The symposium was attended by personnel from all OV-1 aircraft units within the Brigade and representatives from AVSCOM, Grumman, 34th Gen Spt Gp and AMMC. A CH-47 symposium was also conducted on 4 Oct 1969 involving similar discussion topics and was equally productive. This type of conference has proven to be a very useful management tool and is a valuable problem solving technique. It permits the concentration of considerable expertise in the development of appropriate courses of action. Similar conferences will be conducted on a recurring basis.

(7) (U) Aircraft Accident Statistics

<u>MONTH</u>	<u>TOTAL FLYING HOURS</u>	<u>NO. ACCIDENTS</u>	<u>RATE*</u>
Aug	153,609	38	24.9
Sep	146,448	37	25.3
Oct	156,766	29	20.8

* per 100,000 flying hours

August Accident Experience

<u>TYPE</u>	<u>R/W</u>	<u>F/W</u>	<u>TOTAL</u>
Major Accidents	28	9	38
Minor	1	0	1
Incidents	29	9	38
Forced Landings	24	1	25
Precautionary Landings	79	13	92

September Accident Experience

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<u>TYPE</u>	<u>R/W</u>	<u>F/W</u>	<u>TOTAL</u>
Major Accidents	29	8	37
Minor Incidents	0	0	0
Forced Landings	33	2	35
Precautionary Landings	22	1	23
	70	22	92

October Accident Experience

<u>TYPE</u>	<u>R/W</u>	<u>F/W</u>	<u>TOTAL</u>
Major Accidents	22	7	29
Minor Incidents	0	0	0
Forced Landings	42	6	48
Precautionary Landings	22	1	23
	70	22	92

h. Signal.

(1) (U) Status of Secure Voice Equipment.

(a) KY-8: The 1st Aviation Brigade has 100% of its authorized 129 devices. Of these, 91 devices are operational, 38 devices can not be put into operation due to a shortage of X-mode cables, power cables or radio adaptor cards.

(b) KY-28: The 1st Aviation Brigade has 1919 devices, or approximately 91% of its authorization. Shortages remaining equate to the existing aircraft shortages plus those aircraft which have been approved for noninstallation. Devices are available in-country for issue when the remaining requirement materializes. Only 905, approximately 48%, are installed. Others are awaiting installation due to lack of: aircraft (200), control mounts and heads (414), proper aircraft wiring (200), and non US guarded facilities (200). Since new guidance from COMUSMACV decreased guard requirement, the next report should show an improvement.

(c) KY-38: The 1st Aviation Brigade has 194 devices, approximately 87% of the number authorized. Shortages are not hampering operational capability at this time. Thirty-eight installation kits and ten power supplies for the device have been received and distributed for use with the AN/PRC-77 vehicular installations.

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(2) (U) HF Radio Operations. The 1st Aviation Brigade continues to improve and increase its utilization of HF-SSB radio nets, both voice and secure radio teletype (R&TT). Using the AN/VSC-2 mounted in the 7 ton truck or a shelterized version, the AN/GRC-122 or AN/GRC-142, aviation groups and battalions can pass and receive classified traffic. The 165th Aviation Group makes extensive use of the long range and teletype capability to assist in flight following, pass NOTAMS and control the 36 different Aviation Support Detachments.

i. Surgeon.

(1) (U) The seasonal rotation of flight surgeons which occurs during October, November and December has not been adjusted and therefore produced key personnel shortages. The number of assigned flight surgeons during the quarter decreased from 46 to 35; however, these shortages are temporary since replacements are scheduled to fill existing vacancies. Although the impact of the loss of experienced flight surgeons must be felt, there was no appreciable detriment to aeromedical coverage.

(2) (U) 1st Aviation Brigade has established a liaison NCO with the 93rd and 24th Evacuation Hospitals on Long Binh Post for the purpose of monitoring all 1st Aviation Brigade patients. His ability to maintain direct contact with brigade units provides individual patients with an immediate channel through which personal problems may be corrected. Having someone through whom unit contact may be maintained provides an excellent service and enhances the morale of the patients.

j. Chaplain.

(1) (U) The following statistics depict chaplain activities throughout 1st Aviation Brigade for the reporting periods ending 31 July 1969 and 31 October 1969:

(a) Group Religious Services:	May-Jul 69	Aug-Oct 69
Number conducted	1153	553
Number attending	28,555	21,109
(b) Religious Education:		
Number Occasions	455	383
Number attending	4137	11,567

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SUBJECT: Operational Report-Lessons Learned for Headquarters, 1st Aviation Brigade, Period Ending 31 October 1969, RCS CSFOR (R2)

(c) Character Guidance:	May-Jul 69	Aug-Oct 69
Number occasions	288	159
Number attending	42,087	21,200
(d) Number Pastoral Visits:	19,967	16,689

(2) (U) The enthusiasm and personal dedication of the 1st Aviation Brigade Chaplains is evidenced by an increase in the following religious activities:

- (a) 73% increase in religious education activities.
- (b) 81% increase in character guidance instruction with a corresponding 100% increase in attendance.
- (c) 20% increase in pastoral visits by brigade chaplains.

(3) (U) During this reporting period, group worship opportunities were increased more than 100% over the previous quarter. Even though total attendance increased by 35%, the rate of attendance for each service declined. Approximately 9% of the personnel assigned to 1st Aviation Brigade attended religious services on a weekly basis during the current reporting period.

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SUBJECT: Operational Report-Lessons Learned for Headquarters, 1st Aviation Brigade, Period Ending 31 October 1969 RCS CSFOR-65 (R2)

2. (C) Section II. Lessons Learned: Commander's Observations, Evaluations and Recommendations.

a. Personnel.

(1) (U) Unit Supply Technicians

(a) Observation: Unit Supply Technician (MOS 761A) has been withdrawn from the aviation companies by MTOE.

(b) Evaluation: The unit supply technician was deleted from the aviation company during the standardization program of MTOE's in early 1969. This action has deprived the combat commander of a trained logistician and has resulted in unacceptable deviation from sound managerial principles. Aviation companies, all of which maintain property books, must assign an untrained, inexperienced officer/warrant officer the additional duty of property book officer. Usually the only personnel available to perform this function are rated aviators who are required to fly operational missions. An analysis of the existing property book officers within the brigade reveals that the majority of those officers are not trained in supply procedures. This lack of training, through no fault of the individual property book officer, has reflected in numerous reports of survey and lost equipment. Unlike the infantry, armor, or artillery battalion, aviation companies are widely separated from their higher headquarters. Having trained property book officers located at Battalion Headquarters is unacceptable due to the long supply reaction time. A comparison of reports of survey processed by this headquarters (724 in FY 68, 1116 in FY 69) indicates an increase in property lost through poor accounting procedures. This increase can be attributed to the loss of the property book officer at unit level.

(c) Recommendation: The unit supply technician be reestablished in all aviation TOE's.

(d) Command Action: This headquarters submitted a letter request to HQ, USARV, on 23 May 1969, for emergency MTOE change to reestablish the unit supply technician in the Aviation units assigned to the 1st Aviation Brigade

b. Intelligence. NONE

c. Operations. NONE

d. Organization. NONE

e. Training. NONE

f. Logistics. NONE

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SUBJECT: Operational Report-Lessons Learned for Headquarters, 1st Aviation Brigade, Period Ending 31 October 1969, RCS CSFOR-65 (R2)

(C. Communications.

(1) (C) Shortage of Installation Kits for KY-28 Devices.

(a) Observation: A shortage of control heads and mounts for KY-28 devices exists for nearly all type aircraft in the 1st Aviation Brigade.

(b) Evaluation: Aircraft have been retrograded to CONUS containing all provisions for the KY-28 device. These provisions were installed in-country. Replacement aircraft from CONUS have not always had necessary mounting provisions. This causes an excessive workload and shortage of installation kits. Consequently, units have a mixture of aircraft with and without secure voice capability. This tends to discourage use of the capability even though the KY-28 has a plain text override capability for incoming signals when the cipher switch is in the cipher position.

(c) Recommendation: That all army aircraft arriving in-country be fully equipped with provisions for secure voice operations, less the KY-28 device only.

(d) Command Action:

(a) This problem was presented by the Signal Officer, 1st Aviation Brigade, to the world-wide avionics conference, Tobyhanna Army Depot, in June 1969. Necessary installation kits or components to be provided by ECOM have not yet materialized.

(b) This topic is continually discussed with in-country offices, but retrograding aircraft with control heads and mounts is still command policy.

(2) (U) Maintenance Support for AN/GRC-106 Radio Systems.

(a) Observation: Subordinate units are experiencing difficulty obtaining direct support maintenance for the AN/GRC-106 radio system.

(b) Evaluation: Inadequate maintenance support for the AN/GRC-106 radio system concerns primarily the modulator MD-522/GRC and amplifier AM-3349 components. Some support units are reporting inadequate or improper test equipment and consequently a lack of repair parts. This has caused evacuation of equipment to a higher level of maintenance and inherent excessive delays in return of components to the using unit.

(c) Recommendation: That all necessary test equipment be programmed to arrive in the field with or ahead of the supported end item.

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SUBJECT: Operational Report-Lessons Learned for Headquarters, 1st Aviation Brigade, Period Ending 31 October 1969, RCS CSFOR-65 (R2)

(d) Command Action: Further investigation and coordination with in-country offices is being made in an effort to isolate the problem and obtain relief.

h. Materiel. NONE.

i. Other.

(1) Engineer.

(e) (U) Aircraft Revetments

1. Observation: Staff visits to the field and observations of aviation units constructing aircraft revetments under USARV criteria have revealed that these units do not have the organic capability to build revetments to the standards as established by USARV letter dated 6 August 1969, Subject: Aircraft Revetments.

2. Evaluation: The criteria for a gun ship revetment calls for a barrier wall 4' 0" thick and 9' 6" high. This wall must be adequately braced and requires a large amount of fill. Constructing the revetment with M841 matting requires welding tie bars and lifting fill material over the top and dumping inside. Without the use of a front loader and electric welding equipment, a satisfactory revetment is extremely difficult to construct. Since an aviation company has neither trained operators, welding equipment, nor a front loader, the unit cannot satisfactorily construct gun ship revetments. The troop carrying helicopter revetments are also so large as to be impractical for the unit to construct with organic assets.

3. Recommendation: That engineer support for construction of aircraft revetments be allocated to support aviation unit moves or upgrading of existing revetments to USARV criteria.

4. Command Action: Aviation units have been advised of the difficulties encountered in constructing revetments to the USARV criteria and furnished guidance as to methods for obtaining engineer support.

(b) Revetment Maintenance.

1. Observation: Many aircraft revetments throughout RVN were constructed prior to establishment of approved standards. Many of these revetments have become ineffective and dangerous due to their poor design, poor construction techniques, and inadequate maintenance.

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SUBJECT: Operational Report-Lessons Learned for Headquarters, 1st Aviation Brigade, Period Ending 31 October 1969, RCS CSFOR-65 (R2)

2. Evaluation: The revetments that appear to be failing most rapidly are those constructed with an offset center of gravity, producing a steady turning movement. Often these unsymmetrically loaded revetments are constructed on a poorly prepared base and begin to lean within a relatively short period of time after heavy rains. A major contributing factor to early failure appears to be how well protected the fill material is from heavy rains. With adequate capping and proper maintenance, to insure a watertight cap and 100% fill inside the revetment, the life and effectiveness of the revetment is considerably increased. The most important factor in early failure is due to poor design.

3. Recommendation: That increased emphasis be placed on revetment maintenance, particularly with regard to filling and capping. That revetments failing by either leaning or bulging be replaced with the new USARV standard revetment.

4. Command Action: Commanders at all levels have been advised of the importance of continuing revetment maintenance. New commanders are given this information during the New Aviation Commander's Orientation conducted by this headquarters.

(c) Portable Revetments

1. Observation: The large size of the CH-54 and CH-47 helicopter revetments emphasize the requirement for a portable revetment to close off the fourth side.

2. Evaluation: Recent mortar attacks which damaged three CH-54's with a single round emphasized the need for U shaped revetments and a portable revetment for the fourth side. There are no movable revetments in use at the present time, but several designs have been made and testing of prototype models is in process.

3. Recommendation: That a movable revetment for the fourth side be adopted for use for all CH-54, CH-47, and U-21 revetments.

4. Command Action: On 19 August 1969, a letter was sent to the 20th Engineer Brigade requesting construction of a prototype movable revetment. The project was approved, and the 20th Engineer Brigade directed the 92nd Engineer Battalion to construct the revetment. Direct coordination with the 92d Engineer Battalion will be continued to insure a usable revetment is constructed. If found satisfactory during testing, specifications will be sent to field units and commanders advised of its availability.

(d) Aviation Maintenance Facilities

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15 Nov 1969

SUBJECT: Operational Report-Lessons Learned for Headquarters, 1st Aviation Brigade, Period Ending 31 October 1969, RCS G3FOR-65 (R2)

1. Observation: Some tactical aviation units are performing aircraft maintenance in makeshift facilities, i.e., metal frame canvas covered maintenance tents elevated on top of CONEX's, whereas other aviation units are using semi permanent, well equipped maintenance facilities. A comparison of the unit's maintenance performance reveals that statistically the unit's operational readiness rates are comparable.

2. Evaluation: Permanent or semi permanent aircraft maintenance facilities are both costly to erect and require considerable lead and construction time. Since the units without permanent facilities perform as well as those with, the requirement for permanent maintenance facilities may fall in the "nice to have" category. However, aviation maintenance is by its very nature, extremely critical maintenance and demands high quality work, thus the need for adequate covered and secure working space is evident. This is the reason those companies without permanent facilities have expanded their troop labor to erect the makeshift facilities now used.

3. Recommendation: That permanent or semi permanent maintenance facilities be ordered only at residual or permanent bases and then only after careful evaluation. That a portable, prefabricated, easy to erect maintenance facility be provided aviation units. The facility should be in one aircraft modules for ease of dispersion and issued to units in quantities based on assigned aircraft, i.e., four to an assault helicopter company.

4. Command Action: Requests for construction of permanent maintenance facilities are being carefully evaluated with respect to overall planning for the facility and expected duration of unit occupation of a specific location.

(c) Aviation Facilities File

1. Observation: A centralized record of facilities available at US Army Airfield in Vietnam is not available.

2. Evaluation: There is no current centralized record listing facilities such as hangars, billets, mess halls and other assets at US Army airfields in Vietnam. When requirements exist to evaluate airfield facilities for unit relocations or requested construction, valuable planning time is lost contacting units and compiling airfield data. A single airfield is often surveyed by several different staff sections from different headquarters asking essentially similar questions.

3. Recommendation:

a. That a centralized file be established and maintained by the 1st Aviation Brigade.

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15 Nov 1969

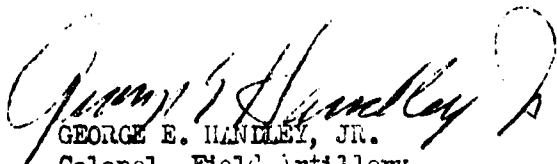
SUBJECT: Operational Report-Lessons Learned for Headquarters, 1st Aviation Brigade, Period Ending 31 October 1969, RCS CSFOR-65 (R2)

b. That a requirement for an airfield facilities file be made a function of the staff Engineer at Division and higher levels.

c. That FM 101-5 be amended to reflect this additional function of the Staff Engineer.

4. Command Action: A file of airfields and facilities associated therewith has been initiated at 1st Aviation Brigade Headquarters and is maintained by the brigade Engineer.

FOR THE COMMANDER:


GEORGE E. HANDLEY, JR.
Colonel, Field Artillery
Chief of Staff

3 Incl
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AVHGC-DST (15 Nov 69) 1st Ind

SUBJECT: Operational Report-Lessons Learned for Headquarters, 1st Aviation Brigade, Period Ending 31 October 1969, RCS CSFOR-65 (R2)

HEADQUARTERS, UNITED STATES ARMY, VIETNAM, APO San Francisco 96375

TO: Commander in Chief, United States Army, Pacific, ATTN: GPOF-DT, 9 July
APO 96558

Assistant Chief of Staff for Force Development, Department of the Army, Washington, D.C. 20310

1. (U) This headquarters has reviewed the Operational Report-Lessons Learned for the quarterly period ending 31 October 1969 from headquarters, 1st Aviation Brigade.

2. (C) Comments follow:

a. (U) Reference item concerning "G4", page 8, paragraph 1d(4) and inclosure 3; concur. The Department of the Army conducted a working conference 8-14 October 1969 at Fort Knox, Kentucky to discuss DA Pamphlet 750-10. Inadequacies in the pamphlet as presented by the 1st Aviation Brigade were forwarded to USAFAC for presentation at the conference. The results of the conference are unknown at this time. The 1st Aviation Brigade has been informed of the above actions.

b. (U) Reference item concerning "Unit Supply Technicians", page 16, paragraph 2a(1). A letter MTOE requesting that a WO, MOS 761AO, property book officer, be added to each Assault Helicopter Company of the 1st Aviation Brigade was submitted to Headquarters, USAFAC by this headquarters on 9 July 1969. As of this date, approval of the request has not been received.

c. (C) Reference item concerning "Shortage of Installation Kits for KY-28 Devices", page 17, paragraph 2g(1); concur. Action was taken at the Sep 69 Closed Loop Support Conference at USAFVSCOM to have all aircraft fully equipped with the secure voice capability, less the device, prior to arrival in RVN. USAFVSCOM has been requested to take action to have the UH-1 production contract modified to incorporate the secure voice wiring and equipment on the production line beginning with aircraft delivered in January 1970.

d. (U) Reference item concerning "Maintenance Support for the AN/GRC-106 Radio System", page 17, paragraph 2g(2); concur. Units possessing the AN/GRC-106 Radio Series (AN/GRC-106/122 142 and AN/VSC-2) are presently experiencing difficulty in adequately maintaining these radios. After the radio was fielded, requirements to apply 13 MWOs were discovered. A program was formulated to retrograde these sets within USAFV to Sacramento Army Depot for refurbishing and application of the MWOs at the rate of 320 sets per month beginning in July 1969. Because of personnel and budgetary problems at SAAD, production has been reduced to 60 sets per month. Some MWOs are required to be applied to the amplifier AN-3349. Deficiencies

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DOWNGRADED AT 3 YEAR INTERVALS;
DECLASSIFIED AFTER 12 YEARS.
DOD DIR 5200.10

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AVHGC-DST (15 Nov 69) 1st Ind

SUBJECT: Operational Report-Lessons Learned for Headquarters, 1st Aviation Brigade, Period Ending 31 October 1969, RCS CSROA-65 (A2)

have also been noted with the modem MD-522/OAC. Currently these items are both listed in the USAECOM Supply Information Letter (SIL) 9-69 as items to be retrograded to SAAD for repair and return since correction or repair of the deficiencies are beyond the capability of in-country DS/GS units. No direct exchange or maintenance float capability for this radio series exists at this time because of the reduced rate of the modification program at SAAD. A limited quantity of repair parts were issued with the AM/GRC-106 radio series; however, aggressive follow-up with 1st Log Comd and 100V will be made by USAFV to determine what shortages of particular repair parts exist. Follow-up action with USAECOM will be taken. Slight improvement can be expected with the arrival of newly manufactured assets, deliveries of which are tentatively scheduled for 3rd and 4th quarter FY 70. Test sets for the AM/GRC-106 radio series should be available for issue to DS/GS units. Follow-up will be made by this headquarters to determine where, what type and quantities of shortages exist at DS/GS units.

e. (U) Reference item concerning "Aircraft Revetments", page 18, paragraph 2i(1); nonconcur. Engineer effort is allocated to support moves of aviation units, to include construction of revetments. USAFV letter, Subject: Aircraft Revetments, dated 9 August 1969, revises design criteria for aircraft revetments and specifically states that the letter is not to be used as a basis for reconstruction or upgrading of existing revetments.

f. (U) Reference item concerning "Aviation Maintenance Facilities", page 19, paragraph 2i(1); concur. Basis of authorization is based on equipment density and is described in square feet of maintenance space in USAFV Regulation 415-1.

g. (U) Reference item concerning "Aviation Facilities File", page 20, paragraph 2i(1); concur. However, it is an Engineer staff responsibility for planning and supervising engineer operations pertaining to acquisition, administration and disposition of real estate, as described in paragraph 4-57a 5(g), FM 101-5. A record of facilities at each installation, recorded by facility category code, is available at the Real Estate Division, USAFV.

FOR THE COMMANDER:

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GPOP-DT (15 Nov 69) 2d Ind (U)
SUBJECT: Operational Report of HQ, 1st Aviation Brigade for Period
Ending 31 October 1969, RCS CSFOR-65 (R2)

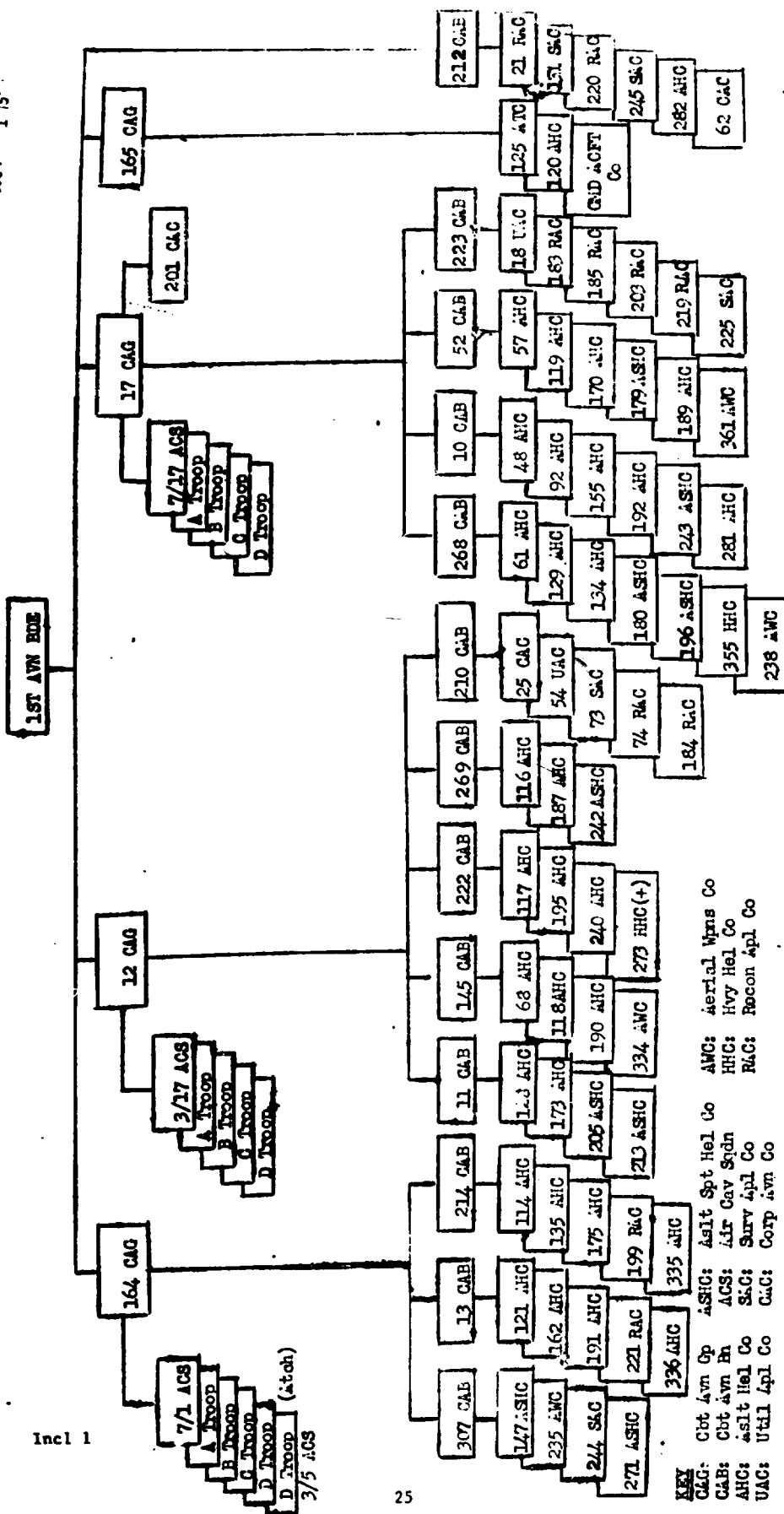
HQ, US Army, Pacific, APO San Francisco 96558 20 JAN 70

TO: Assistant Chief of Staff for Force Development, Department of the
Army, Washington, D. C. 20310

1. This headquarters concurs in subject report, as indorsed, except as indicated below.
2. Reference paragraph 1d(4), page 8, and paragraph 2a, 1st Indorsement. The USARPAC representative to the DA Pamphlet 750-10 conference at Fort Knox, Kentucky presented USARV recommendations to the group. The recommendations were adopted and submitted to DA for consideration.
3. Reference paragraph 2a(1), page 6, and paragraph 2b, 1st Indorsement. The request for MTOE change was disapproved by DA in their 2d Ind, dated 17 Nov 69, to the letter request. USARV was advised of the disapproval by 3d Ind, dated 26 Nov 69.

FOR THE COMMANDER IN CHIEF:


C. L. SHORTT
CPT, AGC
Asst AG



NOTE 1: 16th CAG, 14th CAB, 71st, 174th & 176th ANCs and 132d ASHCs attached to 23d Aerial Division for all purposes (not shown above).
2: 478th Hvy Hel Co attached to 101st Airborne Division (Aml) for all purposes (not shown above).

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1ST AVIATION BRIGADE AND ATTACHMENTS

1 November 1969

UNIT	LOCATION	APO
<u>1ST AVIATION BRIGADE</u>	Long Binh	96384
<u>HQ & HQ Co</u>	Long Binh	96384
5th Avn Det	Long Binh	96384
8th Mil Hist Det	Long Binh	96384
12th Pub Info Det (TM FB)	Long Binh	96384
478th Hvy Hel Co (-)	Gia Le (Atch 101st Abn Div (AMEL))	96337
382d TC Det (JE)	Gia Le (Atch 101st Abn Div (AMEL))	96337
<u>165th COMBAT AVN GP</u>	Long Binh	96384
<u>HQ & HQ Co</u>	Long Binh	96384
129th Med Det (OA)	Long Binh	96384
311th Avn Spt Det	Long Binh (Sanford)	96384
313th Avn Spt Det	Tan Son Nhut H-3 (Atch 34th Gen Spt Gp)	96307
314th Avn Spt Det	Lai Khe (Atch 1st Inf Div)	96345
315th Avn Spt Det	Bearcat (Atch 12th CAG)	96370
316th Avn Spt Det	Long Binh (Plantation)(Atch 12th CAG)	96266
317th Avn Spt Det	Di An (Atch 1st Inf Div)	96345
318th Avn Spt Det	An Son (Lane)(Atch 17th CAG)	96238
319th Avn Spt Det	Dau Tieng (Atch 25th Inf Div)	96268
320th Avn Spt Det	Quang Ngai (Atch MACV TM #2)	96260
321st Avn Spt Det	Quang Tri (24th Corps)	96477
322d Avn Spt Det	Quan Loi (Atch 1st Cav Div)	96490
323d Avn Spt Det	Xuan Loc (Atch MACV TM #87)	96376
324th Avn Spt Det	Bien Hoa (Spartan)(Atch 12th CAG)	96227
325th Avn Spt Det	Hue/Phu Bai (24th Corps)	96303
326th Avn Spt Det	Dalat (Atch 1st Log Cmd)	96204
327th Avn Spt Det	Duc Pho (Atch Americal Div)	96217
338th Avn Spt Det	Vung Tau (Atch 1st Log Cmd)	96291
339th Avn Spt Det	Dong Ba Thin (Atch 17th CAG)	96377
340th Avn Spt Det	Phu Loi (Atch 82d Abn Div)	96289
341st Avn Spt Det	Cu Chi (Atch 25th Inf Div)	96353
342d Avn Spt Det	Phu Hiep (Atch 17th CAG)	96316
343d Avn Spt Det	Qui Nhon (Atch 1st Log Cmd)	96238
344th Avn Spt Det	Pleiku (Atch 17th CAG)	96318
345th Avn Spt Det	Can Tho (Atch 164th CAG)	96215
346th Avn Spt Det	Vinh Long (Atch 164th CAG)	96357
347th Avn Spt Det	Soc Trang (Atch 164th CAG)	96296
348th Avn Spt Det	Ban Me Thuot (City)(Atch 17th CAG)	96297
359th Avn Spt Det	Camp Evans (Atch 101st Abn Div)	96383
360th Avn Spt Det	Hensel (Atch 4th Inf Div)	96262
361st Avn Spt Det	Tan An (Atch 9th Inf Div)	96371
362d Avn Spt Det	Tay Ninh (Atch 25th Inf Div)	96216

Incl 2

<u>UNIT</u>	<u>LOCATION</u>	<u>APO</u>
363d Avn Spt Det	Phan Thiet (Atch 17th CAG)	96317
364th Avn Spt Det	English (Atch 173d Avn Bde)	96226
365th Avn Spt Det	Long Thanh (North) (Atch 12th CAG)	96530
366th Avn Spt Det	Castle AFB (Atch 4th Inf Div)	96227
An Khe Airfield Cmd	An Khe (Atch 17th CAG)	96294
120th Aslt Hel Co	Long Binh	96384
125th Avn Co (ATC)	Bien Hoa	96227
Cmd Aircraft Co	Long Thanh	96530
<u>12TH COMBAT AVN GP</u>	Long Binh	96266
HQ & HQ Co	Long Binh	96266
87th QM Det (PETRL)	Ham Tan (Atch 222d CAB)	96257
390th QM Det (PETRL)	Duc Hoa (Atch 25th Inf Div)	96314
365th Avn Spt Det	Long Thanh (Atch 210th CAB)	96350
<u>11TH COMBAT AVN BN</u>	Phu Loi	96289
HQ & HQ Co	Phu Loi	96289
128th Aslt Hel Co	Phu Loi	96289
432d Med Det (OA)	Phu Loi	96289
173d Aslt Hel Co	Lai Khe	96289
759th Med Det (OA)	Lai Khe	96289
205th Aslt Spt Hel Co	Phu Loi	96289
213th Aslt Spt Hel Co	Phu Loi	96289
<u>145TH COMBAT AVN BN</u>	Bien Hoa	96227
HQ & HQ Co	Bien Hoa	96227
145th Sec Plt	Bien Hoa	96227
324th Avn Spt Det	Bien Hoa	96227
391st QM Det (PETRL)	Xuan Loc	96376
68th Aslt Hel Co	Bien Hoa	96227
430th Med Det (OA)	Bien Hoa	96227
118th Aslt Hel Co	Bien Hoa	96227
190th Aslt Hel Co	Bien Hoa	96227
520th Med Det (OA)	Bien Hoa	96227
334th Aerial Wpns Co	Bien Hoa	96227

<u>UNIT</u>	<u>LOCATION</u>	<u>APC</u>
<u>210TH COMBAT AVN BN</u>	Long Thanh	96530
HQ & HQ Co	Long Thanh	96530
85th Med Det (OA)	Vung Tau	96291
316th Avn Spt Det	Long Binh	96266
197th Med Det (OA)	Long Thanh	96530
25th Avn Co (Corps)	Long Binh	96266
54th Util Apl Co	Vung Tau	96291
73d Surv Apl Co	Vung Tau	96291
ASTA Plat (Atch fr 1st Cav Div)	Vung Tau	96291
ASTA Plat (Atch fr 1st In Div)	Vung Tau	96291
74th Recon Apl Co	Phu Loi	96289
184th Recon Apl Co	Phu Loi	96289
<u>222D COMBAT AVN BN</u>	Bear Cat	96530
HQ & HQ Co	Bear Cat	96530
315th Avn Spt Det	Bear Cat	96530
117th Aslt Hel Co	Long Binh	96266
195th Aslt Hel Co	Long Binh	96266
93d Med Det (OA)	Long Binh	96266
240th Aslt Hel Co	Bear Cat	96530
772d Med Det (OA)	Bear Cat	96530
273d Hvy Hel Co	Long Binh	96384
652d TC Det (JE)	Long Binh	96384
<u>269TH COMBAT AVN BN</u>	Cu Chi	96353
HQ & HQ Co	Cu Chi	96353
116th Aslt Hel Co	Cu Chi	96353
431st Med Det (OA)	Cu Chi	96353
187th Aslt Hel Co	Tay Ninh	96216
541st Med Det (OA)	Tay Ninh	96216
242d Aslt Spt Hel Co	Cu Chi	96353

<u>UNIT</u>	<u>LOCATION</u>	<u>APZ</u>
<u>3D SQDN 17TH AIR CAVALRY</u>		
HQ & HQ Co	Di An	96289
A Troop	Di An	96289
575th TC Det (KD)	Di An	96289
812th SC Det (RL)	Di An	96289
B Troop	Di An	96289
576th TC Det (KD)	Di An	96289
813th SC Det (RL)	Di An	96289
C Troop	Di An	96289
509th TC Det (KD)	Di An	96289
816th SC Det (RL)	Di An	96289
D Troop	Dien Hoa	96289
<u>16TH COMBAT AVN GP</u>		
HQ & HQ Co	Chu Lai (Atch 23d Amer Div)	96325
	Chu Lai (Atch 23d Amer Div)	96325
<u>14TH COMBAT AVN BN</u>		
14th Scty Plat	Chu Lai (Atch 23d Amer Div)	96325
534th Ltn Det (OA)	Chu Lai (Atch 23d Amer Div)	96325
71st Aslt Hel Co	Chu Lai (Atch 23d Amer Div)	96325
132d Aslt Spt Hel Co	Chu Lai (Atch 23d Amer Div)	96325
174th Aslt Hel Co	Duc Pho (Atch 23d Amer Div)	96217
756th Med Det (OA)	Duc Pho (Atch 23d Amer Div)	96217
176th Aslt Hel Co	Chu Lai (Atch 23d Amer Div)	96325
178th Aslt Spt Hel Co	Chu Lai (Atch 23d Amer Div)	96325
<u>212TH COMBAT AVN BN</u>		
HQ & HQ Co	Da Nang	96349
59th SC Det (RL)	Da Nang	96349
	Hue Phu Bai	96308
21st Recon Apl Co	Chu Lai	96374
131st Surv Apl Co	Hue Phu Bai	96308
220th Recon Apl Co	Hue Phu Bai	96308
134th Med Det (OA)	Hue Phu Bai	96308

<u>UNIT</u>	<u>LOCATION</u>	<u>APO</u>
245th Surv Apl Co	Da Nang	96337
282d Aslt Hel Co	Da Nang	96337
519th Med Det (OA)	Da Nang	96337
62d Corps Avn Co	Hue Phu Bai	96308
<u>17TH COMBAT AVN GP</u>		
HQ & HQ Co	Nha Trang	96240
25th Med Det (OA)	Nha Trang	96240
An Khe Afld Cmd	An Khe	96490
201st Corps Avn Co	Nha Trang	96240
58th Avn Det	Nha Trang	96240
<u>10TH COMBAT AVN BN</u>		
HQ & HQ Co	Dong Ba Thien	96377
339th Avn Spt Det	Dong Ba Thien	96377
130th Med Det (OA)	Dong Ba Thien	96377
48th Aslt Hel Co	Ninh Hoa	96316
286th Med Det (OA)	Ninh Hoa	96316
92d Aslt Hel Co	Dong Ba Thien	96377
155th Aslt Hel Co	Ban Me Thuot	96297
8th Med Det (OA)	Ban Me Thuot	96297
348th Avn Spt Det	Ban Me Thuot	96297
192d Aslt Hel Co	Phan Thiet	96317
198th Med Det (OA)	Phan Thiet	96317
363d Avn Spt Det	Phan Thiet	96317
243d Aslt Spt Hel Co	Dong Ba Thien	96377
281st Aslt Hel Co	Nha Trang	96240
<u>52D COMBAT AVN BN</u>		
HQ & HQ Co	Pleiku	96318
52d Scty Plat	Pleiku	96318
68th Inf Det (RADAR)	Pleiku	96318
344th Avn Spt Det	Pleiku	96318
94th Med Det (OA)	Pleiku	96318

<u>UNIT</u>	<u>LOCATION</u>	<u>PO</u>
57th Aslt Hel Co	Kontum	96499
321st Avn Spt Det	Kontum	96499
154th Med Det (CA)	Kontum	96499
119th Aslt Hel Co	An Khe	96294
170th Aslt Hel Co	Pleiku	96316
755th Med Det (CA)	Pleiku	96316
179th Aslt Spt Hel Co	Pleiku	96316
189th Aslt Hel Co	Pleiku	96316
361st Aerial Wpns Co (Escort)	Pleiku	96316
665th TC Det (LD)	Pleiku	96316
621st SC Det (RL)	Pleiku	96316
<u>223D COMBAT AVN BN</u>	Qui Nhon	96238
HQ & HQ Co	Qui Nhon	96238
18th Util Apl Co	Qui Nhon	96238
163d Med Det (OA)	Qui Nhon	96238
183d Recon Apl Co	Dong Ba Thin	96377
185th Recon Apl Co	Ban Me Thuot	96297
203d Recon Apl Co	Phu Hiep	96316
219th Recon Apl Co	Pleiku	96316
225th Surv Apl Co	Phu Hiep	96316
<u>268TH COMBAT AVN BN</u>	Phu Hiep	96316
HQ & HQ Co	Phu Hiep	96316
342d Avn Spt Det	Phu Hiep	96316
433d Med Det (CA)	Phu Hiep	96316
61st Aslt Hel Co	An Son (Lane AHP)	96226
129th Aslt Hel Co	An Son	96238
134th Aslt Hel Co	Phu Hiep	96316
180th Aslt Hel Co	Phu Hiep	96316

<u>UNIT</u>	<u>LOCATION</u>	<u>APO</u>
196th Aslt Spt Hel Co	An Son	96226
546th Med Det (OA)	An Son	96226
318th Avn Spt Det	An Son	96226
355th Hvy Hel Co	Phu Hiep	96316
662d TC Det	Phu Hiep	96316
238th Aerial Wpns Co	An Khe	96294
567th TC Det (KD)	An Khe	96294
193d Med Det (OA)	An Khe	96294
<u>7TH SODN 17TH AIR CAVALRY</u>		
HQ & HQ Troop	Dragon Mountain	96262
	Dragon Mountain	96262
A Troop	An Khe	96294
288th SC Det (RL)	An Khe	96294
568th TC Det (KD)	An Khe	96294
B Troop	Dragon Mountain	96262
414th SC Det (RL)	Dragon Mountain	96262
569th TC Det (KD)	Dragon Mountain	96262
C Troop	An Son	96226
238th SC Det (RL)	An Son	96226
412th TC Det (KD)	An Son	96226
D Troop	Dragon Mountain	96262
<u>164TH COMBAT AVN GP</u>		
HQ & HQ Co	Can Tho	96215
	Can Tho	96215
52d QM Det (PETRL)	Can Tho	96215
Btry H (Search Lt) 29th Arty	Can Tho	96215
62d QM Det (PETRL)	Can Tho	96215
5th QM Det (PETRL)	Can Tho	96215
53d QM Det (PETRL)	Can Tho	96215
345th Avn Spt Det	Can Tho	96215
13th Scty Plat	Can Tho	96215
774th Med Det (OA)	Can Tho	96215
78th FA Det (RADAR)	Can Tho	96215
346th Avn Spt Det	Vinh Long	96357
83d Med Det (OA)	Vinh Long	96357
261st FA Det (RADAR)	Vinh Long	96357

<u>UNIT</u>	<u>LOCATION</u>	<u>AFO</u>
347th Avn Spt Det	Soc Trang	96296
69th Inf Det (RADAR)	Soc Trang	96296
41st med Det (OA)	Soc Trang	96296
262d FA Det (RADAR)	Soc Trang	96296
<u>13TH COMBAT AVN BN</u>	Soc Trang	96296
HQ & HQ Co	Soc Trang	96296
121st Aslt Hel Co	Soc Trang	96296
162d Aslt Hel Co	Can Tho	96215
191st Aslt Hel Co	Can Tho	96215
221st Recon Apln Co	Soc Trang	96296
336th Aslt Hel Co	Soc Trang	96296
<u>214TH COMBAT AVN BN</u>	Vinh Long	96357
HQ & HQ Co	Vinh Long	96357
758th Med Det (OA)	Vinh Long	96357
114th Aslt Hel Co	Vinh Long	96357
135th Aslt Hel Co	Bear Cat	96370
175th Aslt Hel Co	Vinh Long	96357
199th Recon Apln Co	Vinh Long	96357
335th Aslt Hel Co	Bear Cat	96370
<u>307TH COMBAT AVN BN</u>	Can Tho	96215
HQ & HQ Co	Can Tho	96215
147th Aslt Spt Hel Co	Vung Tau	96291
235th Aerial Wpns Co	Can Tho	96215
244th Surv Apln Co	Can Tho	96215
271st Aslt Spt hel Co	Can Tho	96215
<u>7TH SQDN 1ST AIR CAVLARY</u>	Vinh Long	96357
HQ & HQ Troop	Vinh Long	96357

<u>UNIT</u>	<u>LOCATION</u>	<u>APO</u>
A Troop	Vinh Long	96357
370th TC Det (KD)	Vinh Long	96357
819th SC Det (RL)	Vinh Long	96357
B Troop	Vinh Long	96357
574th TC Det (KD)	Vinh Long	96357
811th SC Det (RL)	Vinh Long	96357
C Troop	Vinh Long	96357
3d SC Det (RL)	Vinh Long	96357
371st TC Det (KD)	Vinh Long	96357
D Troop	Vinh Long	96357
D Troop, 3d Sqdn, 5th Air Cav	Vinh Long (Attached)	96357

NOTE: All Aviation Support Detachments on this listing are assigned to the 165th Aviation Group and further attached to Brigade units or other Commands as indicated. Those attached to Brigade units are listed under the Brigade unit to which attached.

PROPOSED CHANGES TO DA PAMPHLET 750-10

1. Avionics

The avionics/signal equipment listed below is common to all Aviation Support Detachments in the 1st Aviation Brigade. None of the equipment listed below is presently found in DA Pamphlet 750-10.

<u>UNIT</u>	<u>RECOMMENDED SCORING POINTS</u>
AN/ARC 51EX	12 points
AN/ARC 134	14 "
AN/USM 44	4 "
TS-352	4 "
SG-13/ARN	10 "
ID-998	4 "
T-366/ARC	2 "
TSQ-75	80 "
CS-8	4 "
AN-URN-105	4 "
MK-722/URC	6 "
MK-733/ARC-54	10 "
AN/ARM-92	10 "
AN/ARM-93	12 "
TS/1588/AIC	6 "
MK-1004/ARC-134	14 "
MK-1035/ARC-131	20 "
MK-731/ARC-SIX	20 "
AN/APX-72	5 "
AN/ARN-83	14 "
AN/APA-123	10 "
ME-30	6 "
Voltmeter (Hewlett-Packard)	12 "

2. Aircraft

The scoring points for transport (cargo) helicopters should be increased from 80 to 100 points. The present scoring point allocation for a utility helicopter is 70, while a transport helicopter is given only 80 points. The additional systems found in the transport helicopter justify the increase in scoring points. A comparison between the utility helicopter and one of the larger transport helicopters illustrates the need for an increase in scoring points:

UTILITY HELICOPTER

TRANSPORT HELICOPTER

Transmission/Gear Boxes

1 Main Transmission

Forward Rotor Wing Transmission
Aft Rotor Wing Transmission
Combining Transmission

UTILITY HELICOPTER

TRANSPORT HELICOPTER

Engines

1 T53

2 T55 Engines
1 APU Turbine

Surface Area/Shoot Metal

Approximately 3,000 Sq Ft

Approximately 50,000 Sq Ft

Rotor Systems

1 Main Rotor System
2 Main Rotor Blades
1 Tail Rotor System
2 Tail Rotor Blades

2 Main Rotor Systems
3 Rotor Blades - Forward
3 Rotor Blades - Aft

Hydraulic Systems

1 Four Servo System, 1000 PSI

1 Forward Servo System, 3000 PSI
1 Aft Servo System, 3000 PSI
1 SAS (Stabilization) System, 1500 PSI

Cooling Systems

2 Oil Coolers

5 Oil Coolers

3. Vehicles

Recommended changes for vehicle scoring points are based on the present 25 points allocated for a 1/4 ton truck and the increased maintenance effort necessary to keep each of the larger vehicles in a "Satisfactory" maintenance condition. Each vehicle is listed by cargo rating and type, indicating the additional systems, gear boxes and equipment which justify increasing the scoring points.

Truck, 3/4 ton present scoring points 25, recommend 35.

Separate transfer case.

Additional drive shaft between transfer case and transmission.

Winch system.

Usual age differential (older vehicles).

Cargo vehicle vs utility (1/4 ton).

Truck, Cargo, 2 1/2 ton present scoring points 32, recommend 40.

Additional gear box.

Intermediate axle.

Truck, Cargo, 2½ ton present scoring points 32, recommend 40. (Cont)

- Four additional tires and wheels.
- Air brakes and air system.
- Winch.
- Cargo vehicle.
- Engine - Fuel injector system, air compressor and lines, fuel lines and fittings.

Truck, Tanker, 2½ ton present scoring points 35, recommend 45.

- Same initial difference as 2½ ton truck, cargo.
- Pump system, lines, tanks, drains.
- Power take-off and prop shafts for pump.
- Additional safety equipment in OVE.
- Filter separator system.
- Hoses and nozzles.

Truck, Tractor, 5 ton present scoring points 32, recommend 40.

- Same initial differences as 2½ ton truck, cargo.
- 5th wheel.
- Air and electric lines and quick disconnects.
- Additional brake system.

Truck, Wrecker, 5 ton present scoring points 40, recommend 60.

- Same initial differences as 2½ ton truck, cargo.
- Boom.
- Cab and boom controls.
- Hydraulic systems.
- Lights.
- Additional OVE.
- This vehicle performs the same tasks as the M-578 TRV (light) which does not present the maintenance problem areas such as tires, wheels and wheel bearings, brakes and brake lines, lugs and others found on the 5 ton wrecker. The M-578 is allocated 75 points, 35 more than are allocated for the 5 ton, but presents little or no greater maintenance problems.

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